

diverting the vessel from the route prescribed in the Certificate, or taking other steps necessary and prudent to assist vessels in distress or to handle similar emergencies.

§ 131.930 Display of stability letter.

If the Coast Guard issues a stability letter under § 170.120 of this chapter, the letter must be readily available to the person on watch in the pilothouse of the vessel.

§ 131.935 Prevention of oil pollution.

Each vessel must be operated in compliance with—

- (a) Section 311 of the Federal Water Pollution Control Act, as amended (33 U.S.C. 1321); and
- (b) 33 CFR parts 151, 155, and 156.

§ 131.940 Marine sanitation device.

Each vessel with installed toilet facilities must have a marine sanitation device in compliance with 33 CFR part 159.

§ 131.945 Display of plans.

Each vessel must have a permanently exhibited, for the guidance of the master and crew members, general arrangement plans showing, for each deck, the various fire-retardant bulkheads together with particulars of the—

- (a) Fire-detection systems;
- (b) Manual-alarm systems;
- (c) Fire-extinguishing systems;
- (d) Fire doors;
- (e) Means of ingress to the different compartments; and
- (f) Ventilating-systems, including the—
 - (1) Positions of the dampers;
 - (2) Site of the remote means of stopping the fans; and
 - (3) Identification of the fans serving each section.

§ 131.950 Placard on lifesaving signals and helicopter recovery.

(a) Each vessel must have readily available to the person on watch in the pilothouse a placard (Form CG-811) containing instructions—

- (1) For the use of lifesaving signals set forth in Regulation 16, Chapter V, of SOLAS 74/83; and
- (2) In helicopter recovery.

(b) The signals must be employed by vessels or persons in distress when communicating with lifesaving stations and maritime rescue units.

§ 131.955 Display of license.

Each master and licensed officer on an vessel shall conspicuously display his or her license in compliance with 46 U.S.C. 7110.

§ 131.960 Use of auto-pilot.

When the automatic pilot is used in areas of high traffic density, conditions of restricted visibility, or any other hazardous navigational situations, the master shall ensure that—

- (a) It is possible to immediately establish manual control of the vessel's steering;
- (b) A competent person is ready at all times to take over steering control; and
- (c) The changeover from automatic to manual control of the vessel's steering and the reverse is made by, or under the supervision of, the master or officer of the watch.

§ 131.965 Sounding of whistle.

No vessel may sound its whistle within any harbor limits of the United States unless it needs to.

§ 131.970 Unauthorized lighting.

No master of a vessel may authorize or permit the vessel's carrying of any lighting not required by law that will interfere in any way with any other vessel's ability to distinguish the vessel's navigation lighting.

§ 131.975 Searchlights.

No person may flash, or cause to be flashed, the rays of a searchlight or other blinding light onto the bridge or into the pilothouse of any vessel, OSV or other, under way.

§ 131.980 Lookouts and watches.

Nothing in this part exonerates any master or officer of the watch from the consequences of any neglect to keep a proper lookout or to maintain a proper fire watch, or of any neglect of any precaution that may be required by the ordinary practice of seamen, by general prudence, or by the special circumstances of the case. Each master

shall set added watches when necessary to guard against fire or other danger and to give an alarm in case of accident or disaster.

PART 132—FIRE-PROTECTION EQUIPMENT

Subpart A—Fire Main

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132.360 Fire axes.

132.370 Added requirements for fixed independent and portable tanks.

AUTHORITY: 46 U.S.C. 3306; 49 CFR 1.46.

SOURCE: CGD 82–004 and CGD 86–074, 62 FR 49348, Sept. 19, 1997, unless otherwise noted.

Subpart A—Fire Main

§ 132.100 General.

(a) Except as provided by paragraphs (b) and (c) of this section, each vessel must be equipped with a fire main that complies with this subpart.

(b) Each vessel of less than 100 gross tons and not more than 19.8 meters (65 feet) in length may have, instead of a fire main that complies with this subpart, a hand-operated pump and a hose capable of providing an effective stream of water to each part of the vessel.

(c) A garden hose of nominal inside diameter of at least 16 millimeters (5/8-inch) complies with paragraph (b) of this section if the hose is—

(1) Of good commercial grade and is constructed of an inner rubber tube, plies of braided-fabric reinforcement, and an outer cover made of rubber or equivalent fire-resistant material; and

(2) Fitted with a commercial garden-hose nozzle of high-grade bronze or equivalent metal capable of providing a solid stream and a spray pattern.

§ 132.110 Piping.

(a) Except as provided for liftboats by § 134.180 of this subchapter, each fitting, flange, valve, and run of piping must meet the applicable requirements of part 128 of this subchapter. Piping must be—

(1) Hot-dip galvanized;

(2) At least extra-heavy schedule; or

(3) Of a suitable corrosion-resistant material.

(b) Each distribution cut-off valve must be marked in compliance with § 131.820 of this subchapter.

§ 132.120 Fire pumps.

(a) Except as provided by § 132.100(b) of this subpart, each vessel must be equipped with one self-priming power-driven fire pump capable of delivering a single stream of water from the highest hydrant, through the hose and nozzle at a Pitot-tube pressure of at least 345 kPa (50 psi [pounds per square inch]).

(b) Each fire pump must be fitted on the discharge side with a pressure gauge.

(c) Each fire pump must be fitted on the discharge side with a relief valve set to relieve at either 172 kPa (25 psi) in excess of the pressure necessary to maintain the requirements of paragraph (a) of this section or 862 kPa (125 psi), whichever is greater. The relief valve is optional if the pump is not capable of developing pressure exceeding the greater amount.

(d) If two propulsion engines are installed, the pump required by paragraph (a) of this section may be driven by one of the engines. If only one propulsion engine is installed, the pump must be driven by a source of power independent of the engine.

(e) If two fire pumps are installed, and if one pump remains available for service on the fire main at any time,